

CLASSIFICATION ~~SECRET-CONTROL/NO OFFICIALS ONLY~~COUNTRY Soviet Zone of Germany

REPORT NO. (air)

TOPIC Altenburg airfield**CONFIDENTIAL**EVALUATION See below

PLACE OBTAINED

25X1A

DATE OF CONTENT

25X1C

DATE OBTAINED

PREPARED 30 March 1950

REFERENCES

PAGES 3

ENCLOSURES (NO. & TYPE)

REMARKS

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Thirty-three twin-engine DC-3 transports were counted at the Altenburg (N 51/K 27) airfield on 15 February 1950.

Special features observed:

Landing gear retracting rearward, tail wheel not retractable, about 40-centimeter antenna rod on top of nose, two 50-centimeter antenna rods, one on upper side of fuselage shortly forward of rudder assembly, the other on right section of elevator assembly (antenna wires were not seen). Olive-drab coat of paint, white-bordered Soviet star on rudder assembly, white figures above star, and light blue quadri lateral on its side; some planes had a white inscription which could not be determined on the nose.

2. The planes took off and headed north between 1 p.m. and 5:30 p.m., in a 600 to 800-meter base of cloud and fair visibility. Plane made local flights. Forty soldiers serviced the parked planes.
3. All kasernes of the block could not be seen as the area was interspersed with trees. Apparently only some of the kasernes were occupied. Soldiers wearing black-bordered, blue epaulets were seen at and around the field. Some wore propeller insignia. In addition to some German taxicabs, the following motor vehicles were seen between the field and Altenburg:

ambulance
truck
truck
truck
truck (driver school)

passenger car occupied by three high ranking air force officers including to the field.

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.
Next Review Date: 2008

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No Change in Class. <input type="checkbox"/>	
<input checked="" type="checkbox"/> Declassified	
Class. Changed To: TS S C	
Auth: <u>HA 10/2</u>	By: <u>15 1978</u>
On: <u>15 1978</u>	

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4. A radio truck with extended 4-meter antenna rod was standing on the eastern edge of the about 450-meter runway. A braced radio mast, about 8 meters high, stood a small distance from the radio truck, both masts being connected by an antenna. The landing field was lightly sodded and covered with puddles. Pumps were installed on both sides of the runway. Two railroad tank cars from which two tank trucks were refueled were seen on the railroad spur track on the northern edge of the field.
5. About 50 German laborers did excavation work on both sides of the road to Altenburg, west of the Leinawald settlement which was occupied by Soviet dependents. The German construction management was housed in two construction sheds north of the road, in front of which truck [] was parked. A nar-25X1B row-gauge field railroad track (with dump cars on it) was laid and concrete mixers were standing nearby. Grading work was done south of the road. The field was apparently to be expanded. Soviet soldiers laid large pipes, possibly sewers, on the landing field. Large quantities of timber and boards were piled up. A new building was under construction in the north-eastern section of the field. A construction shed with the Russian inscription "Engineer Construction Bureau" was in front of the building. Patrols posted around the field wore black-bordered, blue epaulets, and some were equipped with field glasses.
6. [] between 12 and 23 February 1950 about 100 laborers did expansion work at the field toward north. About 35 dumpcars were used. Gravel was being hauled to the site beyond the graschwitz-Leinawald road. A ditch, 1 1/2 meter deep, probably for drainage pipes or cables, was dug from the Altenburg-Leinawald main road as far as the woods to the north.
7. About 35 twin-engine transports, as previously seen, and 500 to 600 personnel were stationed at the field. There were almost no Soviet dependents. The following motor vehicles were observed:

[]

- ambulance
- truck with box-like superstructure
- truck
- truck
- kitchen truck
- new truck

8. flights were made during the period of observation. Between 1 p.m. and 2 p.m. on 22 February 1950 it was observed from the road south of the field that a plane dropped parachutes over the field area. weather condition: Partly overcast, 800 to 800-meter base of cloud, 10 to 15-km visibility range, westerly wind, about 30 km per hour. The plane, flying at an altitude of about 250 to 300 meters, approached the center of the landing field from the south. Shortly before the field border, the engine was throttled down to a speed of about 200 km per hour. While the plane was flying over the field a parachute with a suspended cylindrical container, about 3 meters long, was dropped

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through the right door. The parachute unfolded 2 to 3 seconds later, shortly behind the plane, after a fall of 50 to 70 meters. The total time of fall from the unfolding of the parachute was 70 seconds. The exact time was taken by a stop-watch. The container suspended from the parachute touched the ground about 200 meters east of the drop point. The same planes released three parachutes within 30 minutes in three approach flights. A second transport made local flights.

9. A German woman employed at the field procured from a Soviet first lieutenant of the flying personnel a Soviet document which is described below.

25X1A Comment:

- a. The information on the occupation of the field by 30 to 35 LI-2s (probably an air transport regiment), the condition of the field and the expansion work under way was supplied by two sources and confirms previous observations.
- b. The dropping of parachutes, apparently practices (see para 8), is reported for the first time. It was repeatedly observed during the summer of 1949 that the Altenburg air-transport regiment made shipments for army units. Parachute jumps were also seen. The air transport regiment is apparently being trained for supplying units from the air. 25X1B
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